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American association for the advancement of science: these were, Messrs. Newton, Lesley, Newcomb, Asa Gray, Cope, Hilgard, Putnam, James Hall, J. W. Langley, Morse, Eaton, N. H. Winchell, Wormley, Thurston, Eddy, Springer, and John Trowbridge.

It was prepared by Mr. W. Curtis Taylor of Philadelphia,<sup>1</sup> who had never seen a composite before preparing it; and it is therefore less successful than might otherwise be expected. As in the previous composites published by us, it makes a younger and handsomer man than the average of those whose faces enter into it. The average age of these seventeen gentlemen can hardly be less than fifty.

#### THE YACHT PURITAN.

THE yacht Puritan, which has just raced so successfully with the New-York sloop Priscilla, was designed by Mr. Edward Burgess of Boston with a view to combine the speed of the ordinary type of American sloop with the weatherliness of the English cutter. The race for the Goelet cup at Newport, Aug. 3, seems to show that we have, at last, a successful compromise. Puritan measures 93 feet on deck from the fore side of stern to the aft side of her long and slender taffrail. Extreme beam, 22 feet 7 inches. Draught, 8 feet 4 inches. Displacement, 105 gross tons. The lead keel weighs 25 tons; and 20 tons of lead are stowed inside, four or five tons of which are run into the garboards. The centre-board is 21 feet long and 10 feet deep. The spar measurements are: mainmast, 78 feet; topmast, 44 feet; boom, 76 feet; gaff, 47 feet; bowsprit, 38 feet (outboard). Lower-sail area, 5,500 square feet.

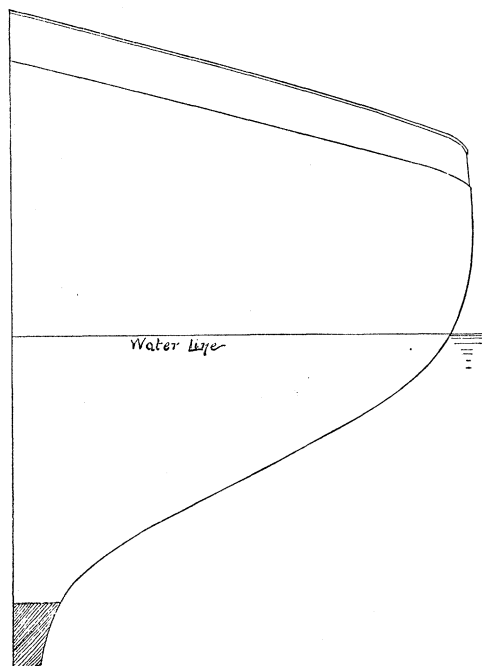
Many yachting critics predicted that Puritan would not carry her sail; that her lead keel, combined with so much beam, would make her very uneasy in a seaway; and that, like other compromises, she would be slow. Her record so far has, however, been entirely satisfactory. In the Newport race, while the fastest cutter yet built in America — Bedouin — plunged into every sea, finally losing her bowsprit, Puritan never put her bowsprit under, and beat the cutter *one hour* in the twenty-mile thrash to windward.

Puritan's rival, Priscilla, is undoubtedly a very fast craft; and with her rig reduced, she may yet prove a troublesome antagonist, with her five feet extra length.

The success of both boats, which a new

book on the America's cup calls 'experiments,' points to a brave defence of the cup, and holds out good hope that it may still remain on this side of the Atlantic.

The midship section of Puritan, given herewith, is published for the first time. Her longitudinal section shows a rather deep forefoot with a rocker keel and raking stern-post. Both fore and after bodies are unusually fine.



The load water-line shows about five inches hollow.

The picture, showing Puritan under lower-sails and club-gaff topsail, is reproduced from a photograph taken by N. L. Stebbins in the Eastern yacht race, June 30, when she beat the next boat in her class nearly half an hour over a short course.

#### THE PRESIDENT'S ADDRESS.<sup>1</sup>

MY FRIENDS: I have the honor to address you this evening as an association of representatives of American science in all its branches,—as students of the sky and all its elemental forces, of the earth and all its mineral constituents, of the animal and vegetable kingdoms in their past and present ages, of the history and constitution of the human race,—and I may be easily pardoned for some trepidation in view of the draughts you may have drawn in advance on my

<sup>1</sup> We are indebted to the courtesy of this gentleman for the opportunity of reproducing it.

<sup>1</sup> Address to the American association for the advancement of science at Ann Arbor, Aug. 26, 1885, by Prof. J. P. LESLEY of Philadelphia, the retiring president of the association.